Going to the Sun Road

Pre-Solicitation Conference

Vancouver, Washington

Presented by:

Federal Highway Administration

Western Federal Lands Highway Division

Going to the Sun Road

Pre-Solicitation Presenters

Western Federal Lands Highway Division

Elizabeth Firestone, Contract Development Engineer

Michael Johnson, Procuring Contracting Officer

Glacier National Park

John Kilpatrick, Senior Project Manager

Jack Gordon, Landscape Architect

Agenda

- 1:00 Welcome
- 1:05 Opening Remarks
- 1:15 Rehabilitation Overview
- 1:45 Mitigation/Transit/ITS
- 2:15 Contract Strategy
- 2:30 Solicitation Overview
- 2:45 Current Comments
- 3:00 Break
- 3:15 Questions
- 3:55 Closing Remarks
- 4:00 Conclusion

Opening Remarks

- **Please turn off all electronics**
  - **Cell Phones**
  - **Pagers**
  - **Recording Devices**
  - **Laptops**
- **Restroom Location/Snacks**
- **Registration Desk**
- **This presentation will be uploaded to our Special Project Web site and FedBizOpps to include:**
  - **This presentation**
  - **List of attendees**
  - **Notes from the discussion period**

Opening Remarks

- **Questions and Comments**
  - **Please hold all questions and comments until the designated discussion period.**
  - **A recorder is being utilized to capture the questions and discussions portion of this conference. A transcript will be posted online.**

DISCLAMER

The information we share today reflects the Governments current intentions on how the Going to the Sun Road Rehabilitation procurement will be carried out, and is subject to change based on a variety of circumstances. The formal solicitation itself is the only document that should be relied upon in determining the Government's requirements for this solicitation.

Rehabilitation Overview

Jack Gordon

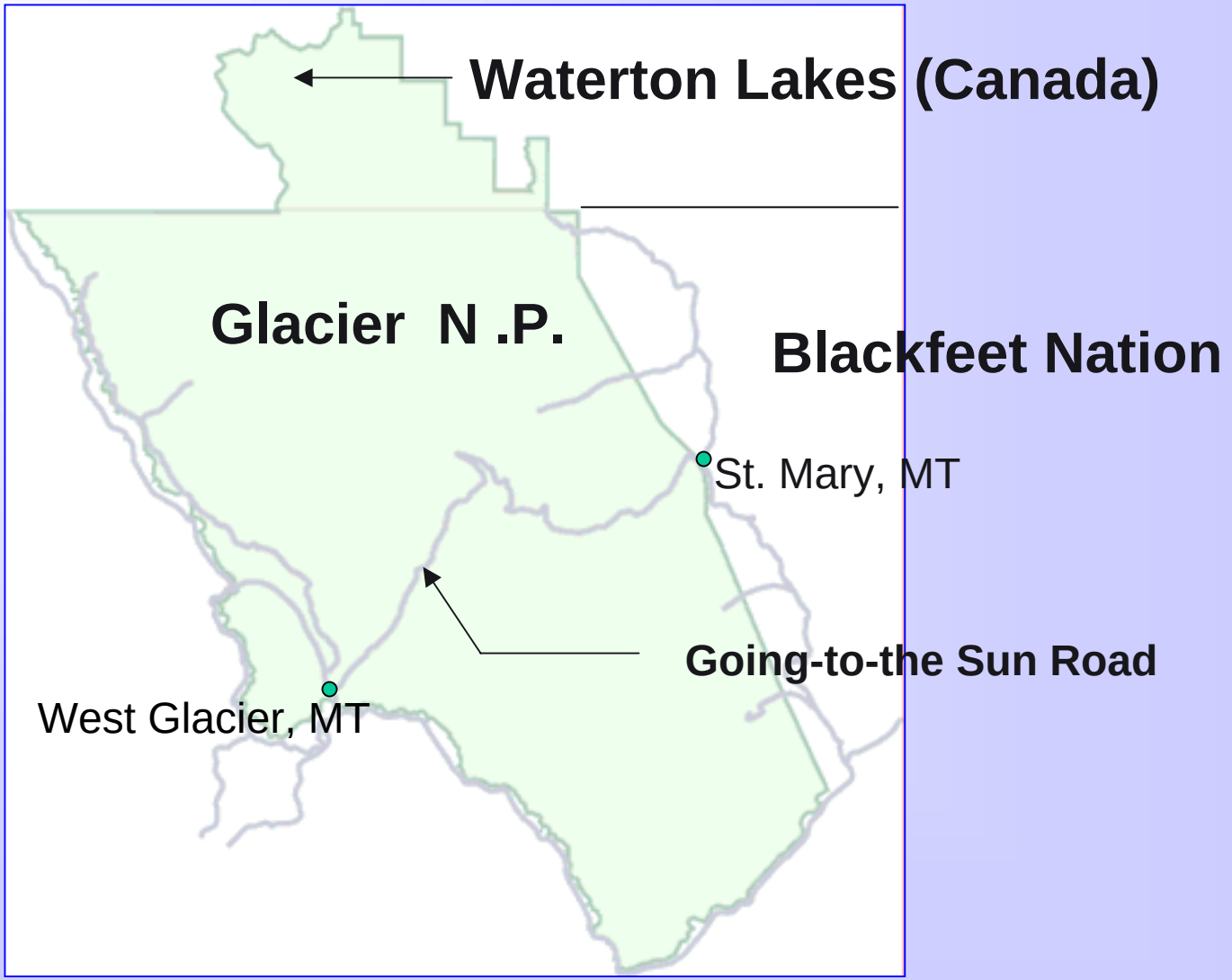
Glacier National Park

“Crown of the Continent”

PROFILE :

- **Designated a National Park in 1910**
- **World’s 1st International Peace Park (1932)**
- **1 million acres bordered by Canada Waterton Lakes, Flathead N.F. and Blackfeet Nation; 95% proposed wilderness**
- **Over 2 million visitors annually (most July, Aug. and Sept)**
- **5 federally-listed species (g. wolf, b. eagle, b. trout, Canada lynx and grizzly bear)**
- **7 roads only one of which transects park**
- **6 National Historic Landmarks including the historic Going-to-the-Sun Road (1st N.H.L. road)**

Glacier National Park



Original construction between 1921 and 1937

50 miles West Glacier to St. Mary

3500 ft. vertical change (W. Glacier to Logan Pass)

6% grade

22 ft pavement standard width

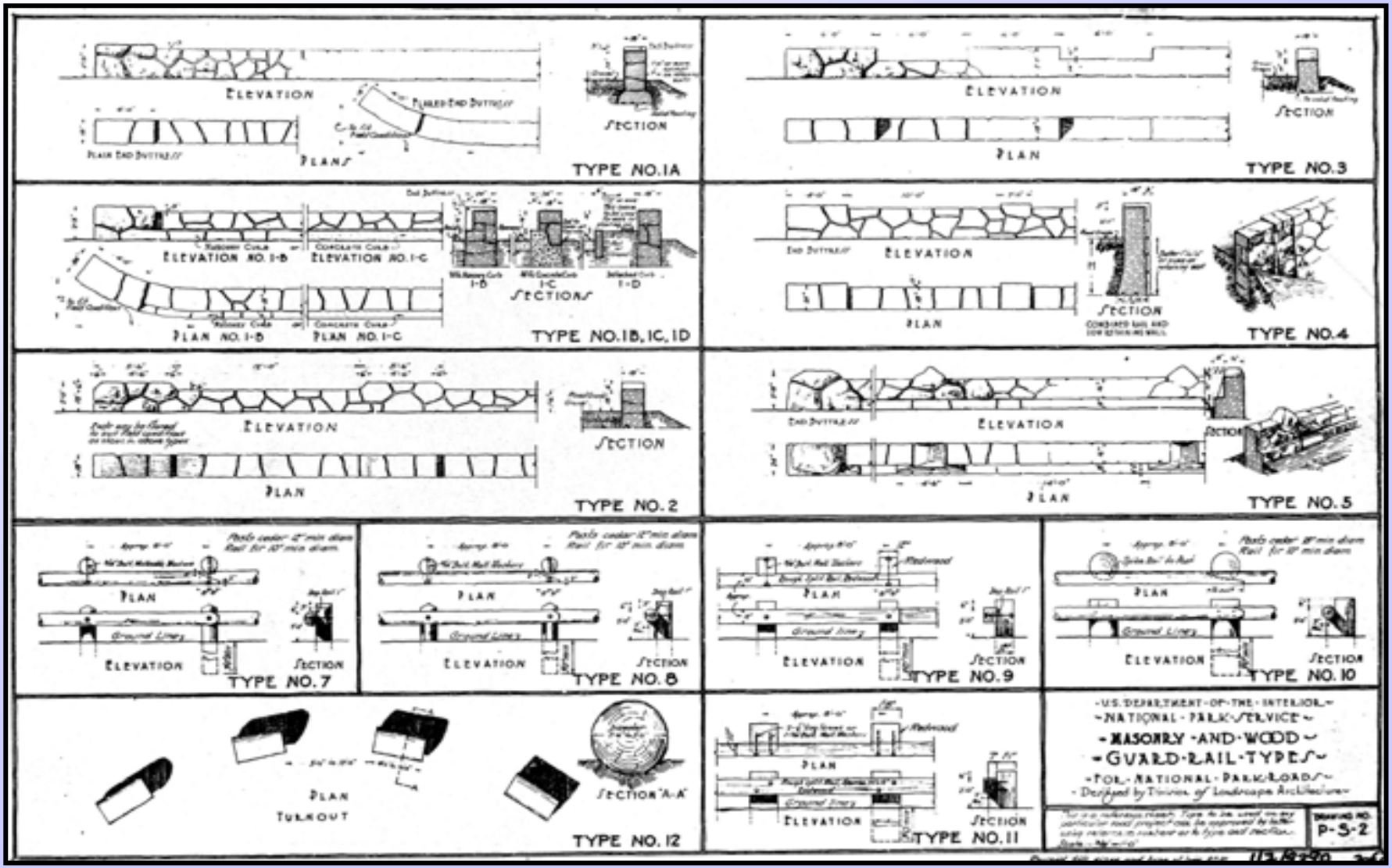
Over 70 avalanche chutes

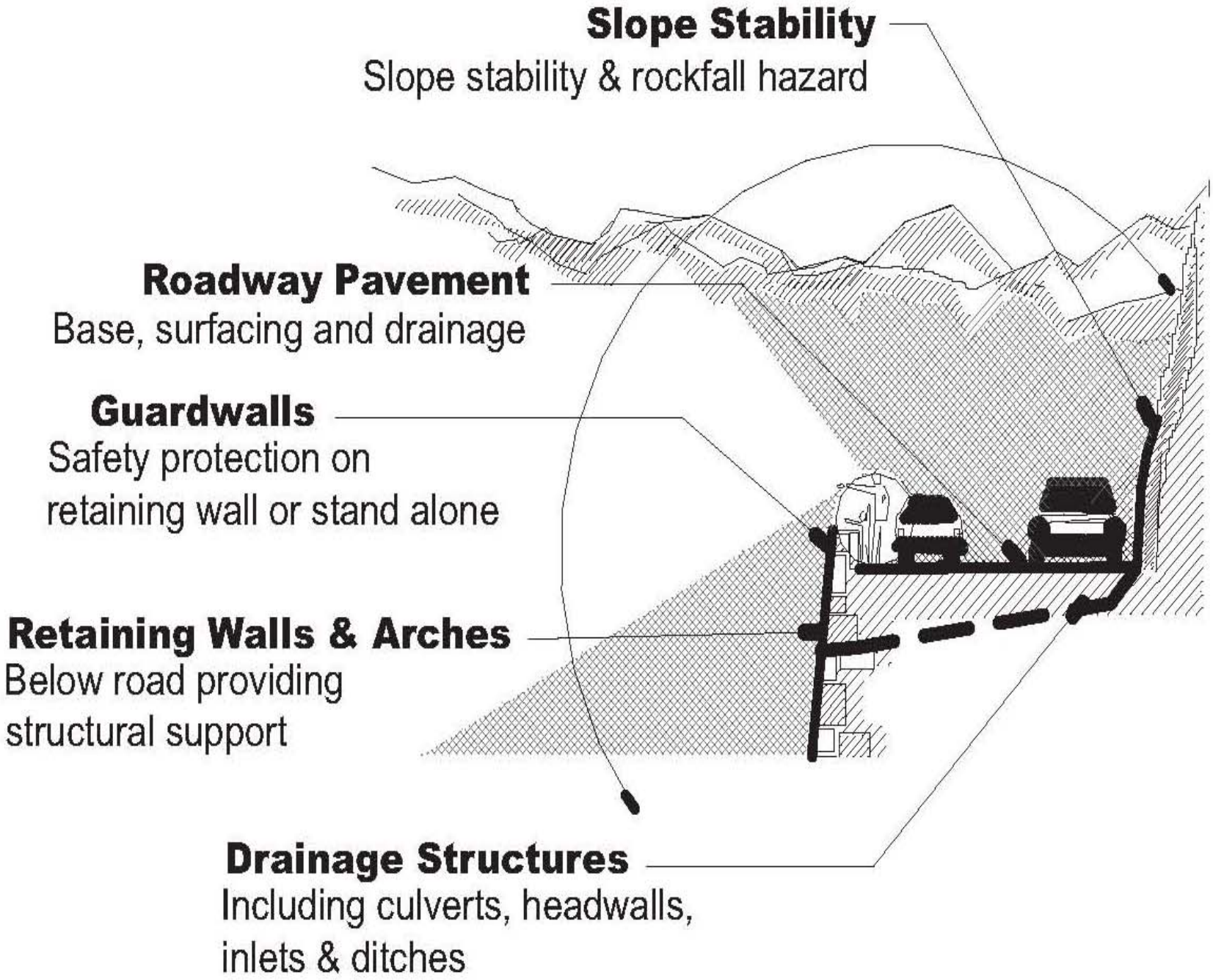
Over 7 miles of stone masonry guardwalls, 130 retaining walls, 2 tunnels, 3 developed areas and over 140 turnouts


MP 32
Logan Pass
MP 24
EL. 6600'
The Loop
EL. 4100'
Siyeh Bend
EL. 5850'
MP 50
St. Mary
EL. 4500'
Staging (East) MP 40
Staging Area (West) MP 20
The TRANSMOUNTAIN ROAD
MP 0
EL. 3200'
West Glacier

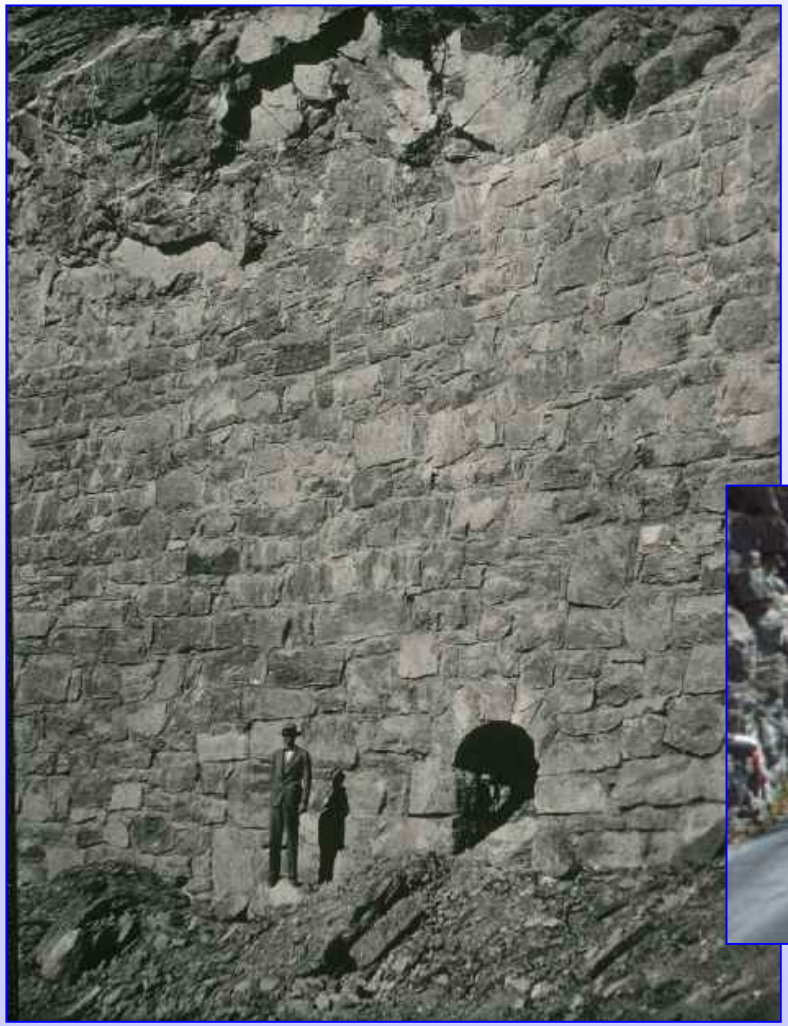
Major Work Elements

Historic Character




Slope Stability
Slope stability & rockfall hazard
Roadway Pavement
Base, surfacing and drainage
Guardwalls
Safety protection on
retaining wall or stand alone
Retaining Walls & Arches
Below road providing
structural support
Drainage Structures
Including culverts, headwalls,
inlets & ditches

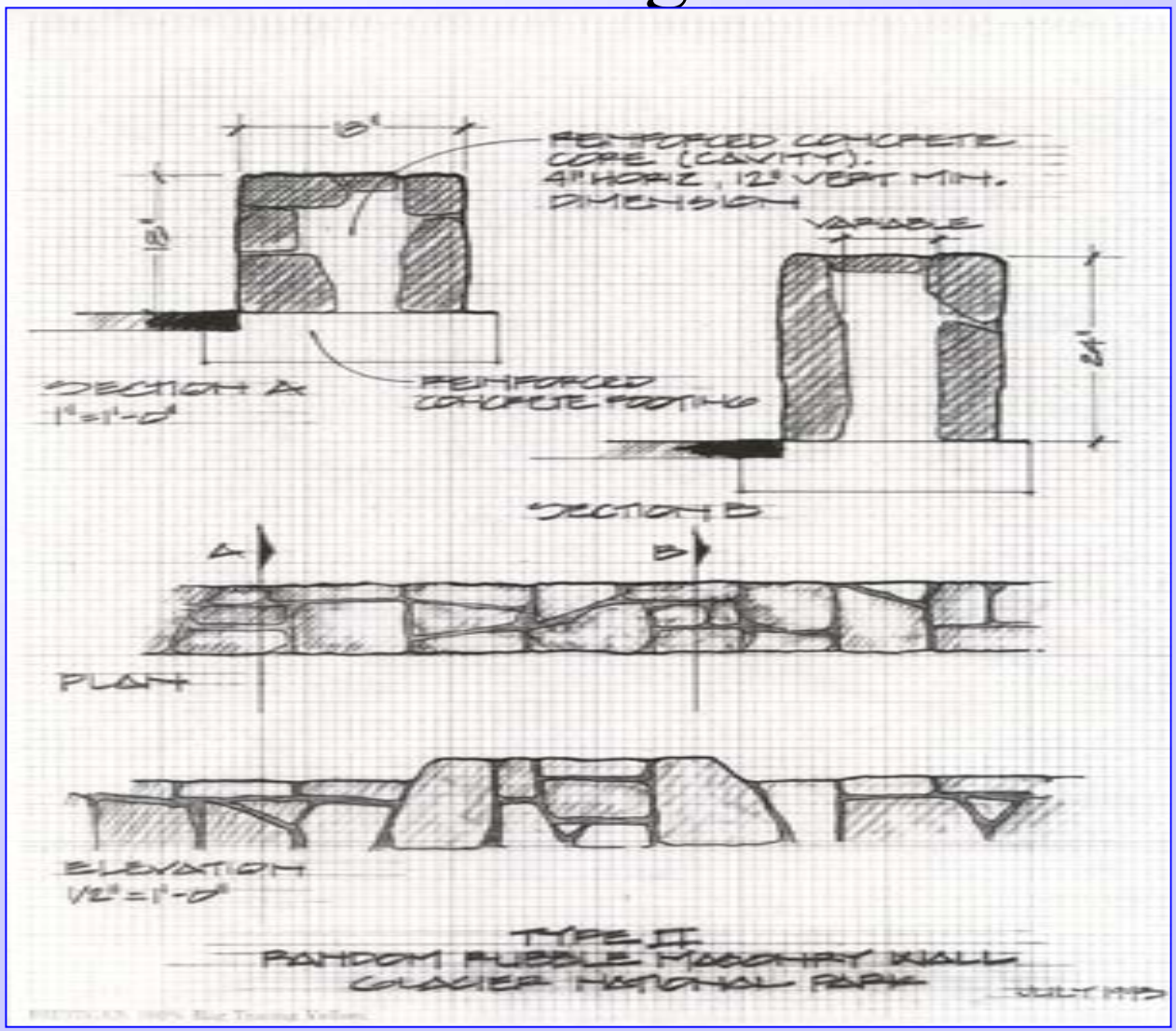
Masonry Structures
Retaining Walls



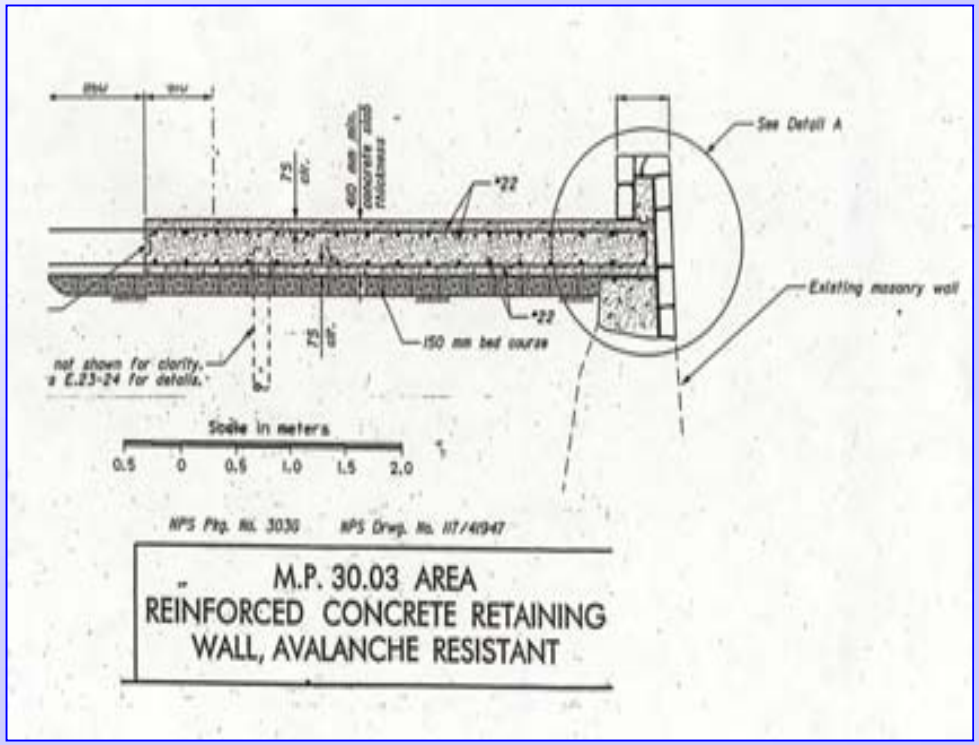
Masonry Structures
Bridges, Arches and Culverts

Masonry Structures
Guardwalls

"Cavity Fill" Guardwall Design



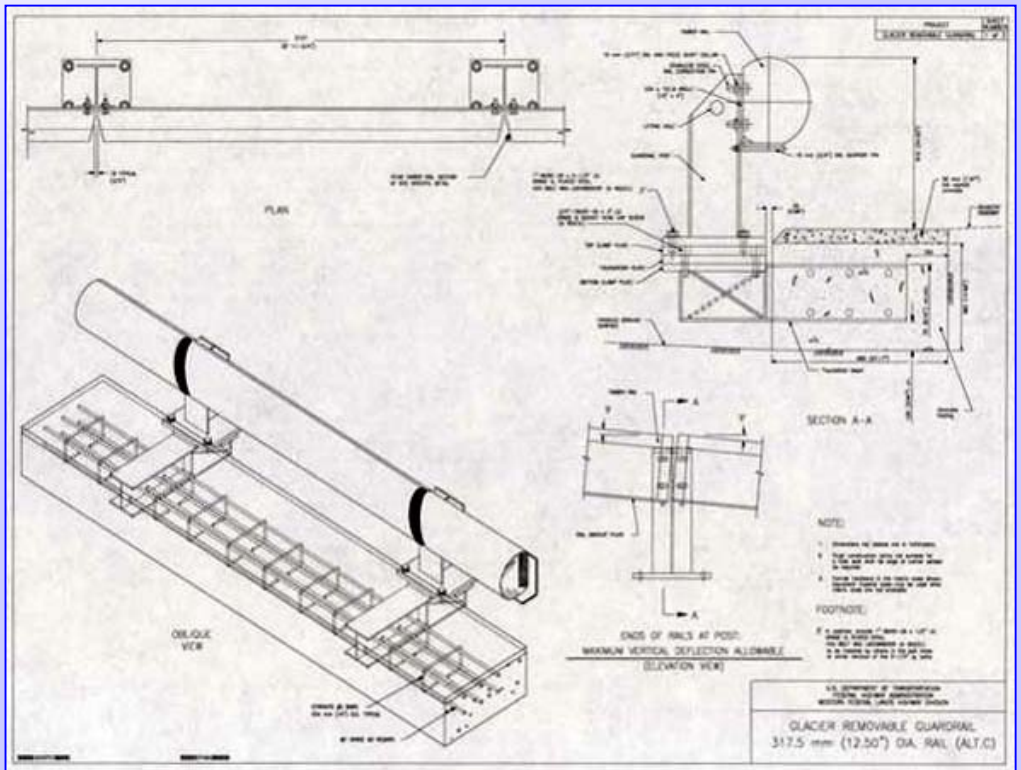
Avalanche Sections




HITACHI
7'27'01

Removable Rail

The New Generation




16. 5. 2005


CHEVROLET
16. 5. 2005

Pavement, Subgrade and Outboard Lane Settling

22.4.2005

16.5.2005 19:5

Unstable Slopes

Parking and Pullouts

and other Visitor Use Improvements

Associated site work

The 2003 Going-to-the-Sun Road
R E H A B I L I T A T I O N P l a n
and
E. I. S.

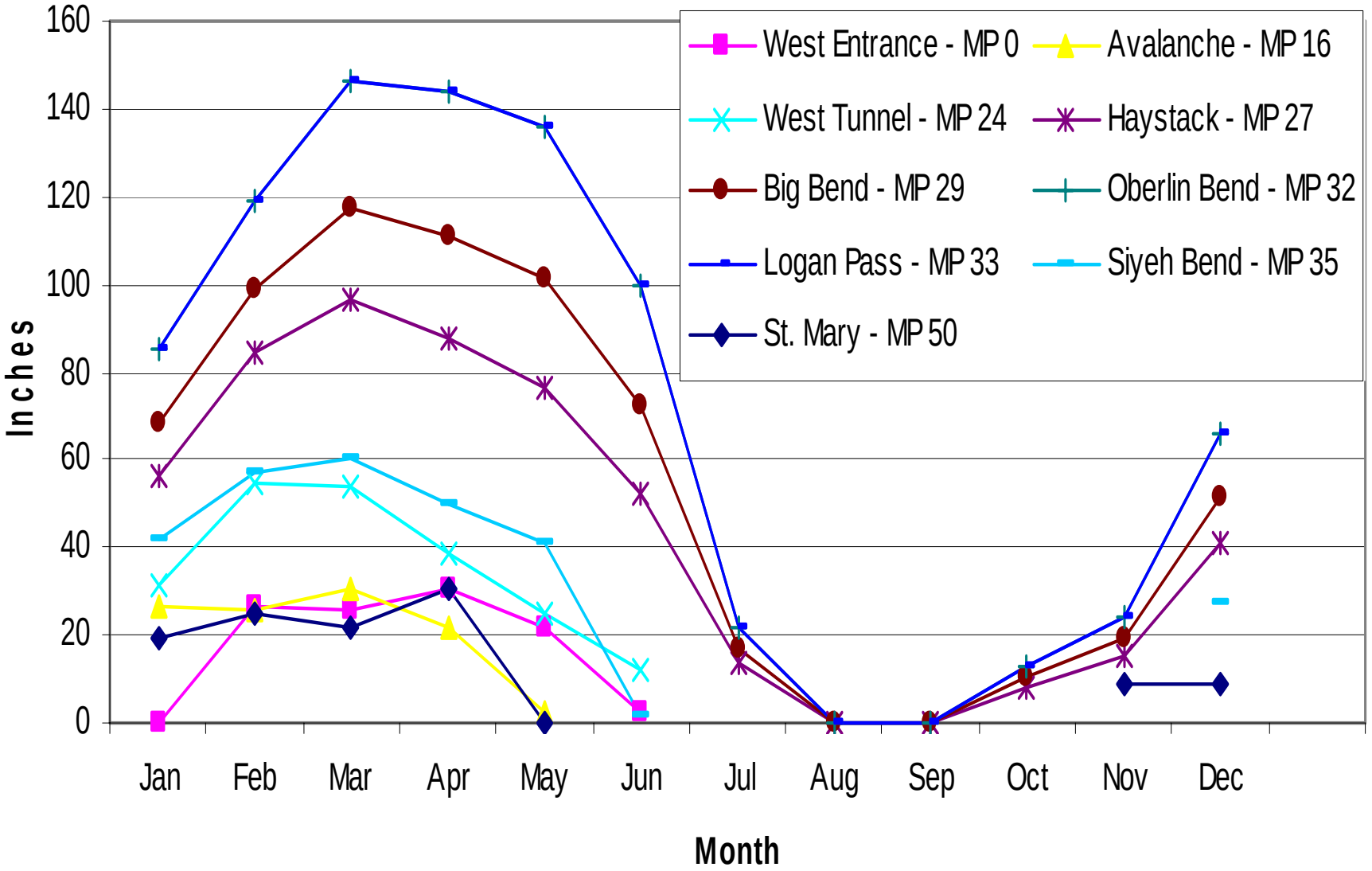
The Plan / E.I.S. considered all the components of the entire project including:

- **Road Rehabilitation**
- **Visitor Use Improvements**
- **Transit Elements**
- **Information / ITS Improvements**

Management Goals of the Rehabilitation

- **Preserve the Road's Historic Character, Fabric and Significance.**
- **Minimize Impacts on Natural Resources, Visitors, and Local Economies.**
- **Rehabilitate the Road to a Quality Condition in a Cost - Effective Manner.**
- **Provide for Visitor and Employee Safety.**
- **Maintain a World – Class Visitor Experience throughout the Project.**

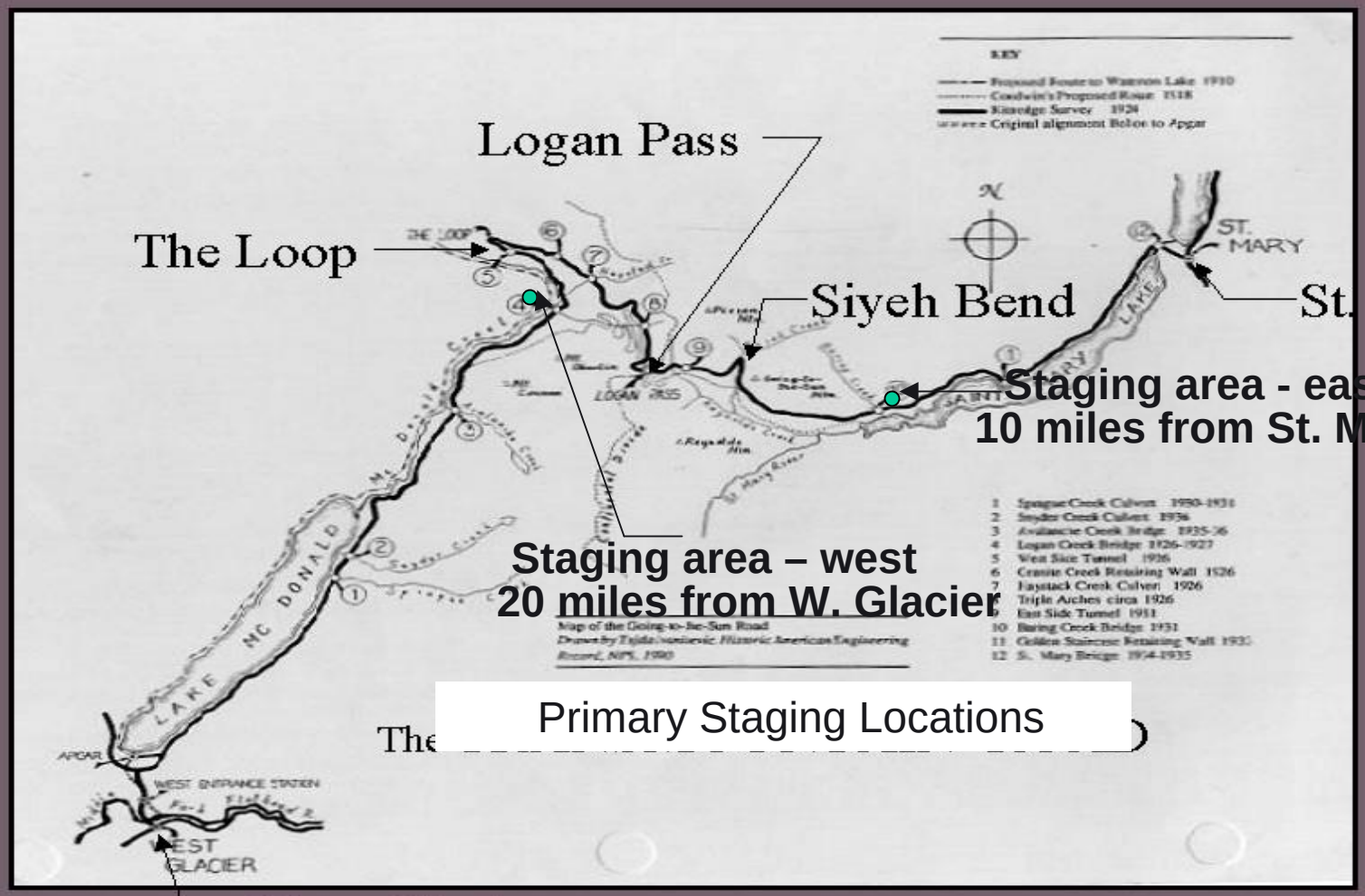
Environmental Conditions



Triple Arch stabilization

Spring Plowing Operations

Work Areas


Logan Pass
The Loop
Siyeh Bend
St. Mary
Staging area - east
10 miles from St. Mary
Staging area – west
20 miles from W. Glacier
Primary Staging Locations
West Glacier

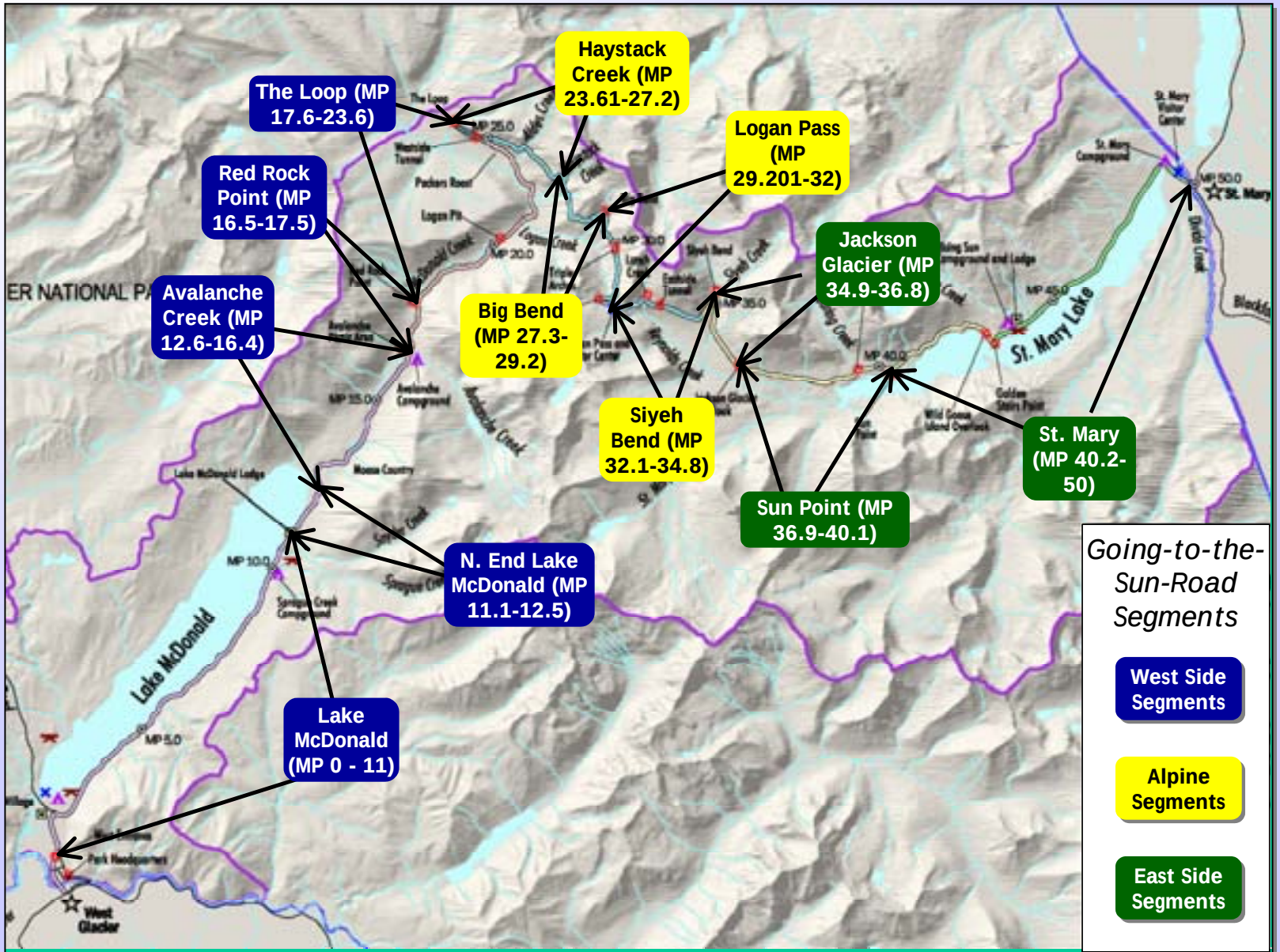

20-23 ft. typical
14. 7. 2003


12. 7. 2004

Traffic Requirements

- **Peak Season (June 15 to mid September)**
  - **30 minute (total) delays 10 A.M. to 3 P.M.**
  - **1 hour (total) delay 8 A.M. to 10 A.M. and 3 P.M. to 8 P.M.**
- **Night Work**
  - **Variable with Advance notice**
- **Shoulder Season (After mid September to Before June 15)**
  - **40 miles open (not necessarily continuous)**
  - **Logan Pass accessible from one side**

Proposed Rehabilitation Phases



Mitigation to support Going-to-the-Sun Road Rehabilitation

John Kilpatrick, Senior Project Manager
Glacier National Park

Agenda

- Project Goals
- Mitigation Overview
- Transit
- Transit Center
- ITS
- Summary / Way Ahead

GTSR Project Goals

1. **Rehabilitate the GTSR within the Environmental Impact Statement (EIS) / Record of Decision (ROD) requirements.**

2. **Sustain or enhance visitor experience and length of stay during the project through mitigation activities identified in the EIS/ROD.**

WHAT SUCCESS WILL LOOK LIKE

- Implementation of an ITS based Transit System.
- Manage traffic along the GTSR with ITS so that work and visitor experience is minimally affected.
- Construct the Apgar Transit Center.
- Enhanced visitor activities along and directly adjacent to the GTSR Corridor.
- Sustained timely and accurate communications with park stakeholders and the public.
- Meet EIS/ROD requirements.

Mitigation Overview

- **Supports the road construction and sustains or enhances the visitor experience.**
  - **Intelligent Transportation System (ITS)**
  - **Transit System**
  - **Other visitor services**
  - **Apgar Transit Center (new) and St Mary Transit Center (remodel) to support ITS, Transit and services**
- **Establishes goals, supports meeting EIS requirements and adjusts as construction progresses and visitors respond.**

Mitigation Requirements

- **Support road construction timeline while sustaining visitation and limiting construction caused visitor delays.**
  - **Approaching 2 million annual visitors**
  - **½ million per month July and August**
  - **4th of July through Labor Day daily visitors: 16,000**
  - **60% enter West side 10,000 (3000 cars / day)**
  - **40% enter East side 6,000 (2000 cars / day)**
  - **15 June – 15 Sep Mitigation minimum operational season**

Mitigation Goals

- **Harvest lessons learned from similar efforts.**
  - **Limit visitor losses to 6% or less**
  - **10 – 20 % of congestion removed from GTSR**
    - **1500-3000 visitors (500 – 1000 cars) / day removed**
  - **16,000 visitors or 5000 cars / day design numbers**
    - **Transit as well as other visitor choices combine to remove congestion from road**
    - **Apgar and St Mary Transit Centers distribute loads from west and east sides**
  - **840 visitors (340 vehicles) (2-way) removed from the Alpine Section**

Mitigation – Steps to Success – Risk reduction

- ITS, Transit System, Transit Center Planning to define systems within expected resources
- Modeling to validate or adjust system goals
- Baseline Data collection and evaluation to assist with route selection and parking
- Prototyping to validate technologies and concepts
  - PROCON Red & Yellowstone Yellow busses (employee shuttle and summer demonstration programs)
  - ITS experimental kiosk
  - At Work Ride Sharing program
  - Continuing low cost risk reduction efforts

Transit,
Transit Center
&
Intelligent Transportation Systems (ITS)

Proposed Transit Routes

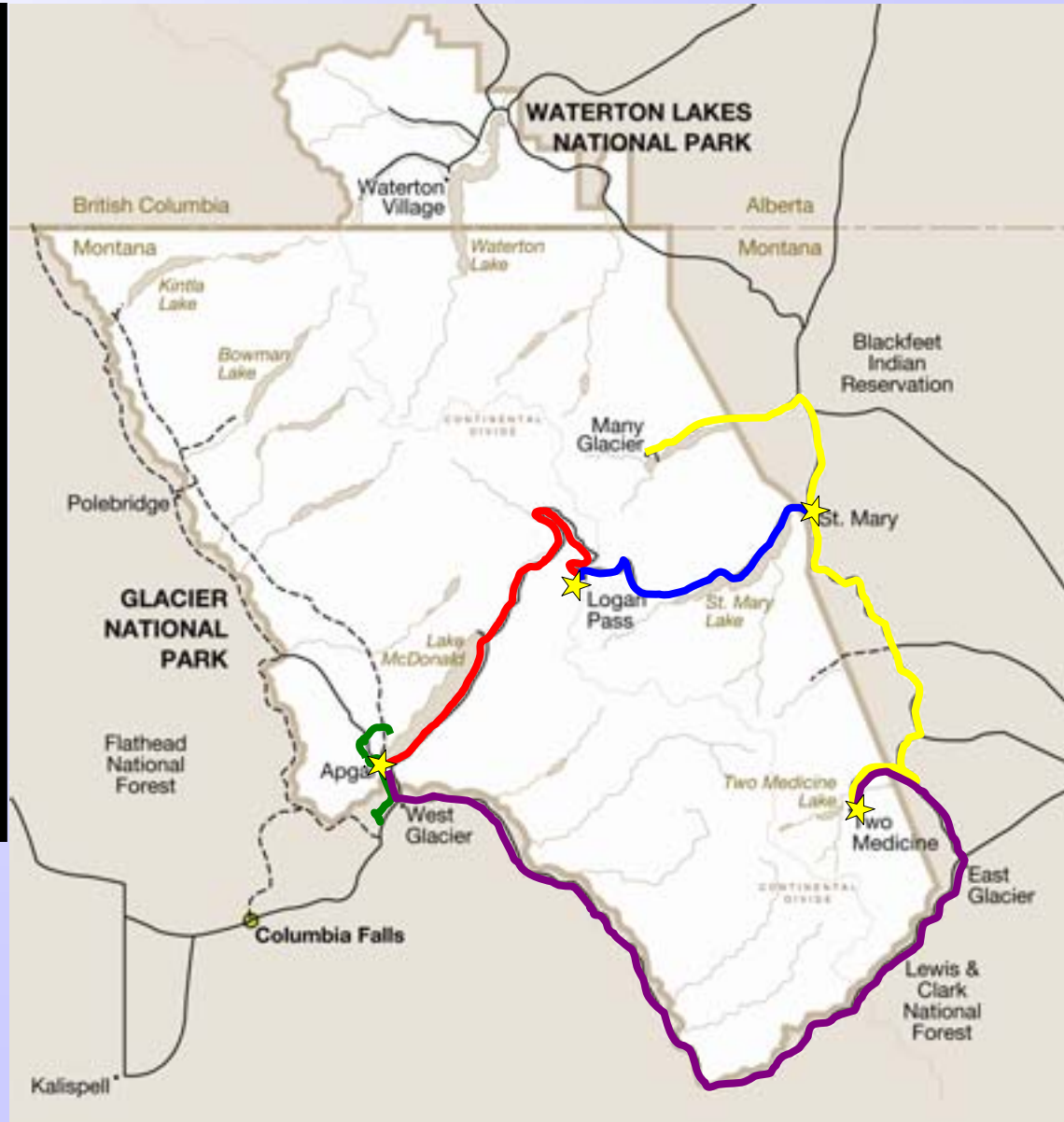
Current Preferred Option

- *East GTSR Route
- *West GTSR Route
- *Apgar Circulator

Future Phased Routes

- *Many Glacier/Two Med Route
- *Marias Pass Route

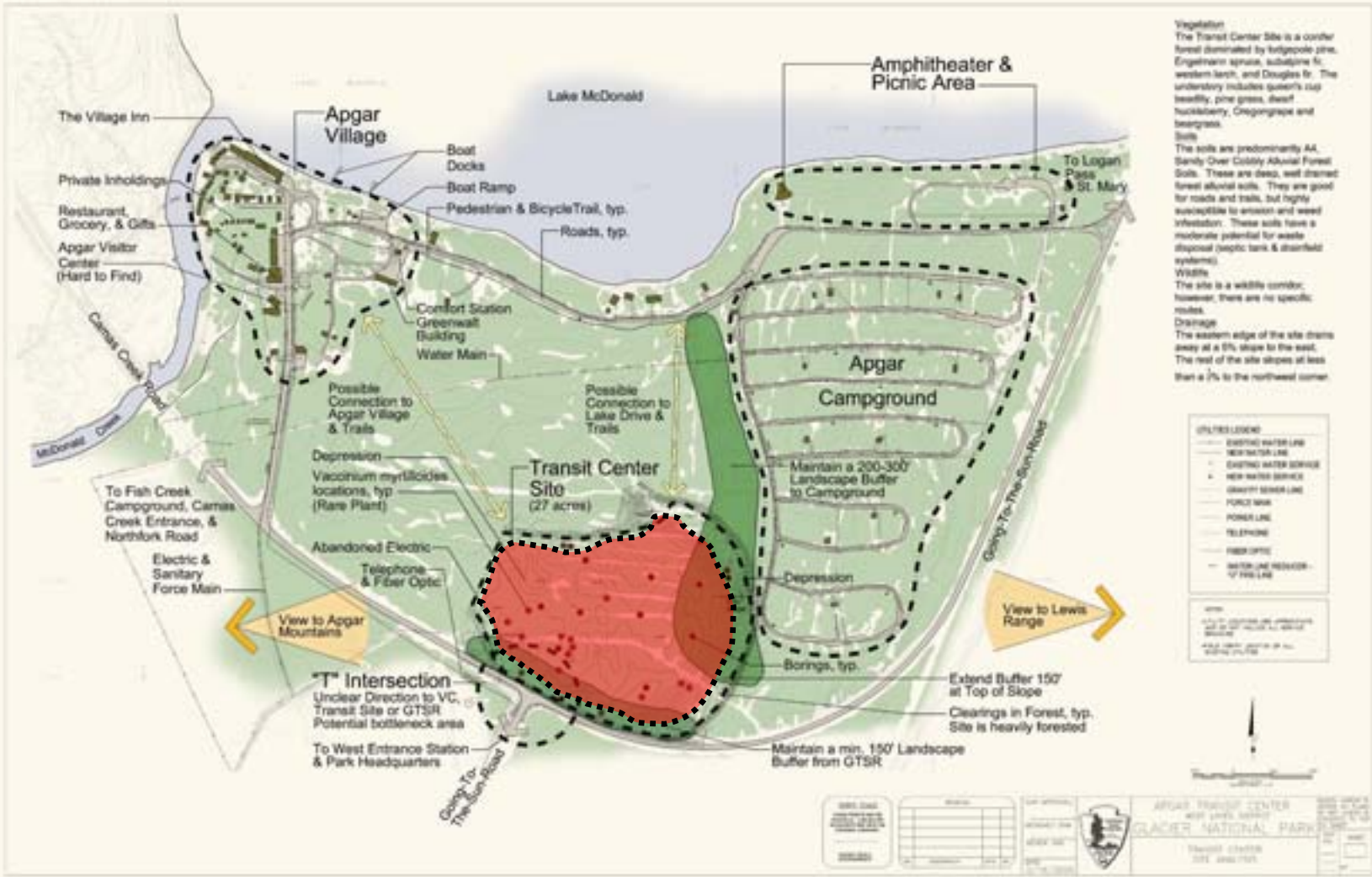
Transfer Points ★



Bus Candidates

Apgar Transit Center Site

(Provided for information only as potential impact to haul route)



Apgar Transit Center Site Concept

(Provided for information only as potential impact to haul route)

Apgar Transit Center Building Concept

(Provided for information only as potential impact to haul route)

Aerial Perspective

Aerial Perspective

Plaza Perspective

Plaza Perspective

Bus stops along GTSR

- Development of 3 prototypes to apply along the road

1) stop only (pole & sign)

2) stop + seating

3) stop + sheltered seating, & limited ITS

Intelligent Transportation Systems (ITS) in support of the GTSR Rehab

Advanced sensor and communications technologies and strategies – in an *integrated* manner – to provide real-time traveler information and increase the efficiency of traffic through construction work zones.

Functional Areas:

- **Supporting Construction and Maintenance Operations**
- **Supporting Traffic Management**
- **Providing Information to support Visitor Experience**
- **Supporting Transit Operations**

ITS complies with National ITS Architecture mandate

ITS support to the GTSR Rehab will include:

- **Assisting with 30 min. delay ceiling by maximizing efficient traffic flow through work zones utilizing Dynamic Traffic Signal Systems.**
- **Sustaining a Quality Visitor Experience by providing real-time traffic, construction, parking, and alternative transportation information through web applications, highway advisory radio, variable message signs, and 511.**

Focus on Existing Infrastructure and Proven Technologies

Next Steps

- **Mitigation**
  - Design Advisory Board approval to move from planning to implementation
- **Transit**
  - Service Delivery Contract development
  - Bus Selection
- **ITS**
  - 2006 early deployment
  - Implementation of ITS preferred alternative for 2007
- **Transit Center / System Support**
  - Design and build to open in support of 2007 season
  - Complete transit stops level of service selection, design, road integration
  - St Mary Visitor Center complete parking and functional upgrades to meet 2007 Transit Center requirements

Summary

- ***GTSR Project is the largest ever at Glacier***
- ***Many steps still remain to meet 2007 implementation date***
- ***Continued FHWA / Glacier / Contractor communications and engagement remains the key to success***
- ***Success in this project will enhance the visitor experience at Glacier National Park***

Contract Strategy

Michael Johnson
Contracting Officer
Federal Highway Administration
Western Federal Lands

Contract Strategy

- What is an Indefinite Delivery Indefinite Quantity (IDIQ) contract?
  - *Description*. An indefinite-quantity contract provides for an undefined quantity, with a defined minimum and maximum, of supplies or services during a fixed time period. The Government places orders for specific supplies or services throughout the period of time. Quantity limits may be stated as number of units or as dollar values.
    - In this instance we have used a minimum and maximum quantity expressed in dollars
    - The fixed period of time is the basic 2-yr period plus any exercised option period

Contract Strategy

- Award of one IDIQ construction contract for the rehabilitation.
  - Unreasonable to expect multiple prime contractors to coordinate concurrent road construction projects with the geographical constraints and public traffic delay limits.
  - Limited material sources.
  - Limited staging areas.
  - Gain the benefits of contractor project experiences with continuity throughout the rehabilitation effort.

Contract Strategy

- Prime Contractor Responsibilities
  - Compete subcontract work to the maximum extent practicable.
  - Schedule multiple work sites and maximize productivity while minimizing traffic impacts.
  - Recommend innovative approaches to delivering construction.
  - React and interact with Intelligent Transportation System work zone requirements .

Contract Strategy

- Prime contractor submits Master Subcontracting Plan with their proposal. Applicable to both large and small business.
  - Master Subcontracting Plan becomes part of the contract. Changeable only through contract bilateral modifications.
  - Task Order proposals must indicate/reflect the Master Subcontracting Plan was followed.
  - Required to maximize competition and facilitate opportunities for other companies.

Contract Strategy

- Prime contractor encouraged to identify and recommend innovative techniques.
  - Innovative techniques can be materials, processes, or even equipment. Any process that is road construction related.
  - If the Government approves, payment for expenses such as further investigation, training, or testing may be included in a task order.
  - Techniques may be included in a particular project, or conducted on a test basis through a task order on an approved limited site.

Contract Strategy

- Prime Contractor Management Task Order
  - A task order which includes contractor project office and Project Manager.
    - During winter shut-down periods this will facilitate additional research on innovative construction, post season lessons learned, pre-season planning and scheduling, QA/QC process, etc….
  - Anticipated effects:
    - Reduced mobilization/overhead costs reflected on each project.

Contract Strategy

- Traffic Control Task Order
  - A task order which includes Traffic Safety Supervisor, Flagger, and Pilot car.
  - Number of hours are estimates for the period of the task order.
  - Anticipated effect:
    - Eases tracking efforts for both Government and Contractor.
    - Hours for the time period are tracked instead of on a project basis.

Contract Strategy

- Award Fee
  - Is available for use should the Government determine it necessary for a particular project.
  - There are no guarantees the Government will use this process. With the contract potential at 10 years, having this capability allows the contract to be flexible to a changing environment.
  - The Award Fee plan included in the solicitation is an example only. If implemented on a project, the actual plan may be differ.

Solicitation Overview

Michael Johnson
Contracting Officer
Federal Highway Administration
Western Federal Lands

Solicitation Overview

- Draft Solicitation was issued on March 29, 2005.
- Information provided on the WFL special project web page **http://www.wfl.fha.dot.gov/edi/gtsr/**
  - Links to the EIS and Record of Decision
  - Questions and comments with responses
  - Electronic submittal of comments/questions
  - General Information
  - This presentation
  - Record of discussions
  - Link to Federal Business Opportunities site

Solicitation Overview

- Federal Business Opportunities Web Site: (http://www.eps.gov)
  - FHWA will release the Request for Proposal (RFP) in the same manner and at the same location as the pre-solicitation.
  - RFP documents MAY differ from the draft solicitation issued on Mar 29, 2005.
  - Remember to monitor the FedBizOpps website for any amendments to the RFP or for any other solicitation postings.
- Recommendation:
  - "Register to Receive Notification"
  - "Register as Interested Vendor"
  - "View Interested Vendor List" – for possible teaming partners

Solicitation Overview

- Best Value process
  - Prime contractor experience and past performance. References of past projects need to be provided and will require an evaluation by the project client (Point of Contact).
    - The evaluation responses MUST be sent directly from the project client to WFLHD.
  - Key Subcontractor categories will be specified. Contractors are encouraged to submit more than one key subcontractor category that meets qualifications to support competition in these areas. After award of the IDIQ, changes of these key subcontractors MUST be requested in advance and requires approval by the CO.

Solicitation Overview

- Best Value process.
  - Prime contractor quality control experience. This is an important element to the success of the rehabilitation effort and ensuring the roads historic elements are preserved.
  - Prime contractor Project Manager (PM). The PM is critical to the effective management of multiple work zones, effective use of the ITS efforts, and the introduction and use of innovative techniques. The PM provided in the RFP is required to be the PM for the life of the project. Change of the PM must be requested in advance and requires approval of the CO.

Solicitation Overview

- Best Value process.
  - Master Subcontracting Plan (section A). Must effectively support competitive subcontracting efforts, allow competitive pricing for subcontracts, and support other companies.
  - Receipt of Proposals. Unlike sealed bidding, the RFP process is not a public event.
    - Information such as “Bidders Lists” are not available.
    - “Bid Schedules” are not released.
    - Point-by-point comparison of prices between unsuccessful offerors are not allowed.
    - Time between the receipt date and contract award can be lengthy. Once completed, the contract award will be announced in the same manner the solicitation was issued and letter notifications to unsuccessful offerors will be sent.

Solicitation Overview

- Best Value process.
  - Panel. A panel of Government personnel will evaluate the proposal documents. Panel member names will not be released.
    - Panel members will assign performance ratings BEFORE they see the proposed prices.
  - Price. The RFP will include a project to be priced. The draft of the first project was issued with the draft solicitation. The draft project may change and a second project (masonry rock quarrying) may be added.

Solicitation Overview

- Best Value process.
  - If the panel determines discussions are required, the CO and the panel members make a competitive range determination, notify those considered outside the competitive range, and begin negotiations/discussions.
  - Selection. Panel members will look at the price of the project(s) and conduct a trade-off analysis between the performance rating and the price to determine which contractor provides the best value to the Government.

Solicitation Overview

- What's Next?
  - Comments received between now and the date the solicitation is issued will be considered and may result in changes to the solicitation
  - Solicitation is projected to be issued in July 2005
  - An additional project may be added
    - Potential masonry rock sources have been identified that will require a quarrying effort
    - Rock will have to be retrieved from the quarry site and transported to another site to be cut, shaped and stored for future use

Current Comments

Michael Johnson
Contracting Officer
Federal Highway Administration
Western Federal Lands

Questions/Discussion

FACILITATOR:

Michael Johnson

Contracting Officer

Federal Highway Administration

Western Federal Lands